

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. CT-1190
Magi No.
DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Ferry Landing

and/or common

2. Location

street & number located near the end of Ferry Landing Road ☐ not for publication

city, town Ferry Landing Woods ☒ vicinity of congressional district

state Dunkirk, Maryland county Calvert

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name State of Maryland Department of Natural Resources

street & number Tawes Office Building telephone no.:

city, town Annapolis state and zip code MD 21401

5. Location of Legal Description

courthouse, registry of deeds, etc. M.D.A.T. liber ABE

street & number Goldstein BUilding, 200 Duke Street folio 390/ 230

city, town Prince Frederick state MD

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

7. Description

Survey No. CT-1190

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

CONTRIBUTING RESOURCE COUNT: 1

Standing Wharf Structures: None.

Associated Standing Wharf Structures: None.

Description: Ferry Landing is a historic wharf site with no visible features on land but visible piling stubs above mean low water.

Previously Existing Wharf Structures: "Patuxent Folio" 1907 and "Soil Map Calvert County, Maryland" 1928 both show no depiction of a wharf, however "Patuxent River, Maryland Jones Point to Hills Bridge and Upper Marlboro" 1908 depicts a short "L" wharf at the end of an unimproved road. A warehouse apparently was located at the head of the wharf as it is marked "w. gable of warehouse," referring to charting triangulation references. An aerial photograph dated 1938 shows an "L" headed wharf about 80 feet long.⁶⁰

During the boat survey of this site a cluster of pilings approximately 34 feet wide and extending approximately 100 feet into the river were visible at low tide. The pilings have diameters ranging from 8 to 10 inches, though one had a diameter of approximately 18 inches. Most of the pilings were in linear rows, each row approximately 6 feet apart. The general overall shape of the wharf was an "L" approximately 34 feet wide by 50 feet long connected to the shore by a pier approximately 50 feet long. Three large piles were visible to the north of the wharf head. Whether these were dolphin piles, or unrelated to the wharf, is not known. Metal fasteners were present protruding from the tops of a few piles. All but a few of the wharf piles and the three piles to the north were below the surface of the water during the land survey of the site.

⁶⁰ Aerial photograph AHS 7-18, dated 1938, scale 1 inch equals 660 feet, Calvert Soil Conservation District, photostatic copy deposited at Calvert Marine Museum.

8. Significance

Survey No. CT-1190

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1866–1926

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Ferry Landing was located near the end of Ferry Landing Road, on the Patuxent River, approximately 41 miles above its mouth. The State of Maryland now owns the property on which the wharf was located. An unimproved road leads beyond a gate located at the state property line. The old wharf road turns to the west down a gentle grade to the landing site. This portion of the road is slightly sunk. Pilings are visible in the river from this road ending. This area got its name from a landing for the Nottingham ferry; however the ferry landing was located just below and opposite Nottingham, not where the steamboat landing was located.

Ferry Landing Wharf was in existence since at least 1866 when Mason L. Weems bought the property including a wharf and warehouse from John T. Dove and his wife for \$500. The property extended 8 feet on each side of the wharf and ran from the shore 30 feet into Mr. Dove's property where it narrowed to 10 feet wide to the "public road." In 1885 Phillip H. Jones, as excitor of the will of Thomas H. Jones sold the property for \$1,000 to Patrick Scott of Prince George's County. In 1897 Mrs. J. W. Howes gave a right of way to the Nottingham Ferry Company to construct a road across her marsh from the mainland to a point opposite Nottingham to the public road. This indicates the ferry did not use the steamboat landing; the steamboat landing being further south.⁶¹

In 1907 the wharf generated \$609.65 in local freight, \$4.35 in through freight, and \$20.50 for passengers, for a total revenue of \$634.50.⁶²

⁶¹ Calvert County, Book number 2, F.56, Maryland Archives, Annapolis; and Calvert County Deeds TBT number 4 F.83.

⁶² "Maryland Delaware & Virginia Railway Company Annual Report, Statement of Freight and Passenger Revenue by Wharves for the Fiscal Year Ending December 31st, 1907." Original in private ownership, copy deposited in collections of Calvert Marine Museum.

9. Major Bibliographical References

Survey No. CT-1190

See context study bibliography in "Calvert County Steamboat Wharves and Landings: Architectural Survey and Inventory."

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Lower Marlboro

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Ralph Eshelman

organization Eshelman & Associates

date December 19, 1996

street & number 12178 Preston Drive

telephone 410-326-4877

city or town Lusby

state MD

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

Continuation Sheet. 8.1 Ferry Landing

Correspondence from the M.M. Davis & Son Company located in Solomons, Maryland, located at the archives of the Calvert Marine Museum, indicate the American Diatom Company of Philadelphia sought to extend a "wharf" "a short distance below Ferry Landing" in September 1927. The wharf was to be extended 15 feet "out into the river" and the wharf head to be extended 10 feet on each end as well as the driving of two sets of "dolphins three piles each about 25 feet from each corner of the wharf, pulled together and wired in the usual way." Total cost including material was \$991.80. In December the American Diatom Company expressed "apprehension about mooring a 185-foot barge to the wharf." The Davis company responded "We consider that you are better off in this particular by reason of dolphins, which other wharves on the river do not have, except two Standard Oil docks, built by us." This obviously is not a steamboat wharf but a company wharf for the transport of diatomite from the nearby mine.⁶³ A 1930 plat shows a wharf for the "Silica Tile Company" located immediately down river from an "old wharf," possibly the steamboat wharf but probably the American Diatom Company wharf.⁶⁴

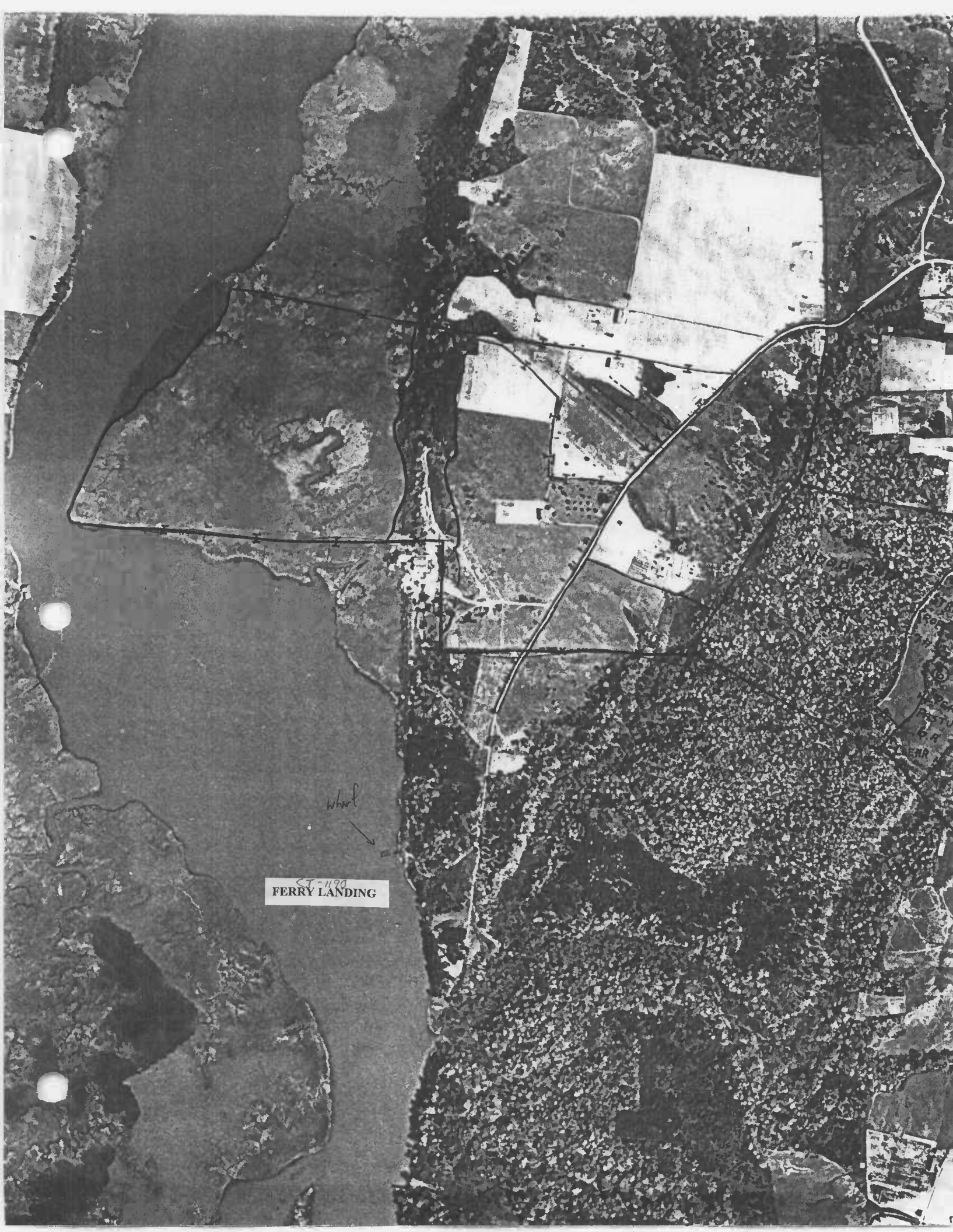
In 1936 James U. Dennis, trustee of the bankrupt estate of the Baltimore and Virginia Steamboat Company sold for \$25 land and wharf properties at St. Leonards (Mackalls) and Ferry Landing to Kent Mulikin, Laurel, Prince George's County. This property was then sold to Ruth D. Chaney *et al.*, on September 1, 1939.⁶⁵

Ferry Landing is one of twenty historic steamboat wharf/landing sites identified in "Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory." This survey and inventory was completed in 1996 by Eshelman & Associates for the Calvert County Historic District Commission with funding from the Calvert County Board of County Commissioners. The final report includes a context study which places the historic significance of these steamboat wharf and landing sites within the broad pattern of local county history and regional history of the Chesapeake Bay. The study falls within the theme of "Transportation" within the time periods of "Agricultural-Industrial Transition (1815-1870)" and "Industrial/Urban Dominance (1870-1930)." Refer to this study for a general historical review and historical significance of the resources as a whole.

⁶³ Clarence E. Davis, M. M. Davis & Son Company correspondence to Horace Griggs, American Diatom Company September 26, October 7, and December 8, 1927, M. M. Davis files, archives, Calvert Marine Museum.

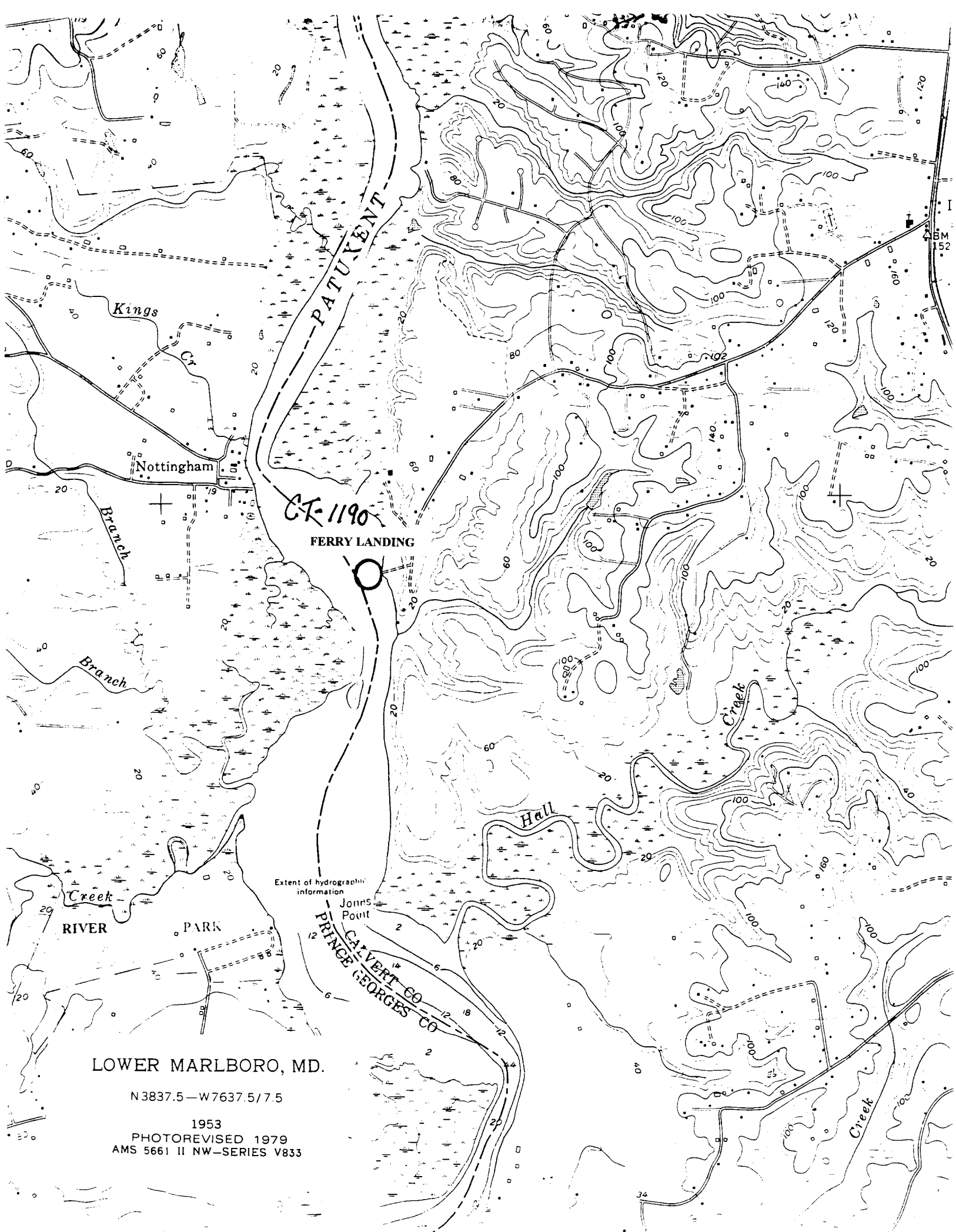
⁶⁴ Calvert County Deeds AAH number 23 F.501; copy of plat deposited at Calvert Marine Museum; see also AAH number 37 F.489.

⁶⁵ Calvert County Deeds AAH number 36 F.589 and AAH number 43 F.439.



Wharf

ST-1190
FERRY LANDING



FERRY LANDING

Extent of hydrographic information

Johns Point

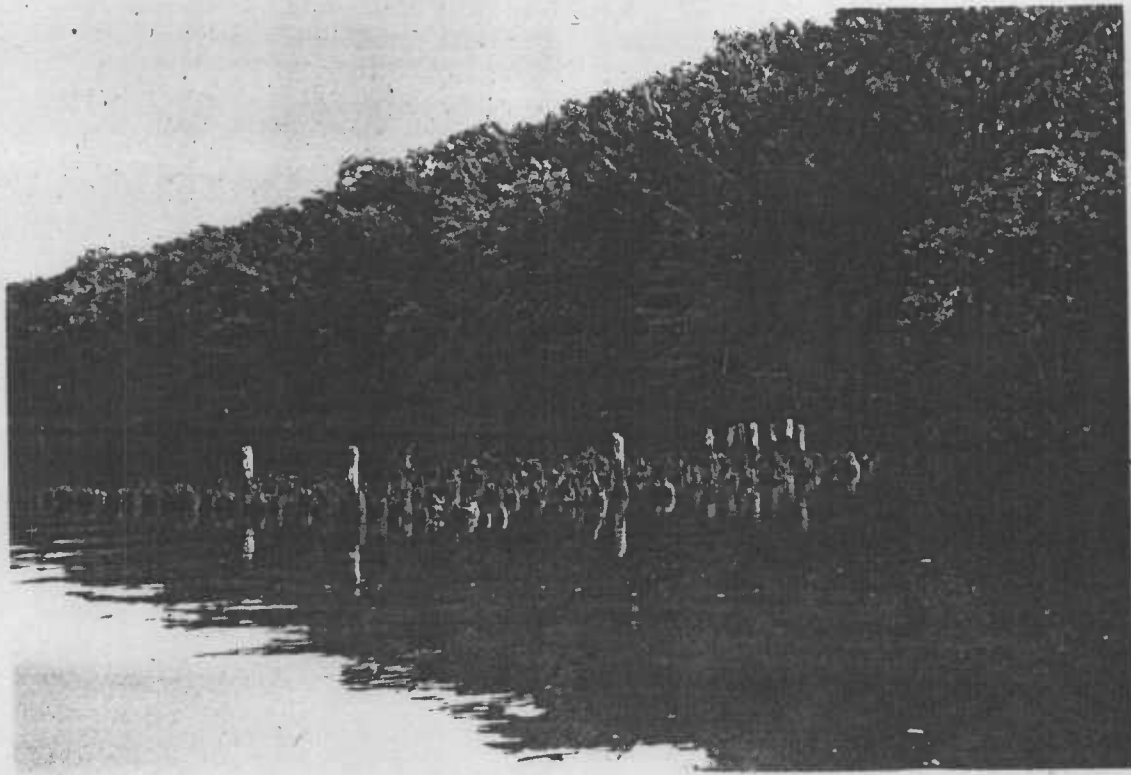
PRINCE GEORGES CO
CARVERT CO

LOWER MARLBORO, MD.

N3837.5-W7637.5/7.5

1953

PHOTOREVISED 1979
AMS 5661 II NW-SERIES V833



Ferry Landing

CT-1190

*Ferry Landing
Calvert Co., MD*

Ralph Eshelman

Aug 1996

neg: MD SHPO

*view NE of wharf ruins, piling stacks visible at
low water*